

3 Implementation



Preliminary Cost Estimates
Phasing Strategy
Management Program

Preliminary Construction Budget Estimates for Public Realm Elements in the 'Core Area'

Curbside Improvements - Development Projects

Phasing / Coordination I.D.	RLA Parcels	Construction Zone	Construction Area	Unit Cost*	Construction Costs	Construction Costs with 20% Contingency	Projected Developer Costs	Potential Funding Gap / TIF Contribution
			SF.	\$/SF.	(See Note 1)	\$\$\$	(See Note 2)	(See Note 3)
						\$\$\$	%	%
A	29	Southeast / 14th Frontage						
		Parcel 29a / Tivoli Theatre	18,020	\$20.00	\$360,400			
		Curb and Gutter	595	\$100.00	\$59,500			
		Parcel 29b / Giant Frontage	11,852	\$15.00	\$177,780			
		Curb and Gutter	290	\$100.00	\$29,000			
		Subtotals			\$626,680	\$752,016	\$376,008	\$376,008
B	Metro	METRO Parcel						
		Triangle Development	7,860	\$20.00	\$157,200			
		Curb and Gutter	320	\$100.00	\$32,000			
		Subtotals			\$189,200	\$227,040	\$113,520	\$113,520
C	38	14th St. / Park-to-Kenyon						
		Parcel 38 / Civic Plaza	11,288	\$100.00	\$1,128,800			
		Curb and Gutter	291	\$100.00	\$29,100			
		Subtotals			\$1,157,900	\$1,389,480	\$0	\$1,389,480
D	15	14th St. / Kenyon-to-Irving						
		Parcel 15 / Donatelli & Klein	22,050	\$20.00	\$441,000			
		Curb and Gutter	790	\$100.00	\$79,000			
		Subtotals			\$520,000	\$624,000	\$312,000	\$312,000
	26	14th St. / Irving-to-Columbia Rd.						
		Parcel 26 / Donatelli & Klein	18,784	\$20.00	\$375,680			
		Curb and Gutter	537	\$100.00	\$53,700			
		Subtotals			\$429,380	\$515,256	\$257,628	\$257,628
E	27	14th St. / Park-to-Irving						
		Parcel 27 / Grid DC-USA	27,480	\$20.00	\$549,600			
		Curb and Gutter	1,280	\$100.00	\$128,000			
		Subtotals			\$677,600	\$813,120	\$406,560	\$406,560
F	24	14th St. / Monroe Ave. - North						
		Northwest / 14th Frontage						
		Parcel 24 / Dance Institute	6,782	\$15.00	\$101,730			
		Curb and Gutter	370	\$100.00	\$37,000			
		Subtotals			\$138,730	\$166,476	\$83,238	\$83,238
Subtotal			128,589	\$29.08	\$3,739,490	\$4,487,388	\$1,548,954	\$2,938,434

Curbside Improvements - Adjacent to Existing Development

Phasing / Coordination I.D.	Construction Zone	Construction Area	Unit Cost*	Construction Costs	Construction Costs with 20% Contingency	Projected Developer Costs	Potential Funding Gap / TIF Contribution
		SF.	\$/SF.	(See Note 1)	\$\$\$	(See Note 2)	(See Note 3)
					\$\$\$	%	%
A1	14th St. / Monroe-to-Park						
	Southwest / 14th Frontage						
	Riggs Bank Building	11,998	\$20.00	\$239,960			
	Curb and Gutter	679	\$100.00	\$67,900			
	Subtotals			\$307,860	\$369,432	\$0	\$369,432
D1	CVS Pharmacy Site	5,790	\$20.00	\$115,800			
	Curb and Gutter	206	\$100.00	\$20,600			
	Subtotals			\$136,400	\$163,680	\$0	\$163,680
F1	Northeast / 14th Frontage	7,351	\$15.00	\$110,265			
	Curb and Gutter	280	\$100.00	\$28,000			
	Subtotals			\$138,265	\$165,918	\$0	\$165,918
Subtotal		26,304	\$22.15	\$582,525	\$699,030	\$0	\$699,030

Total Curbside Improvements

Curbside Total		154,893	\$27.90	\$4,322,015	\$5,186,418	\$1,548,954	\$3,637,464
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Streetside Improvements - 14th Street NW

Phasing / Coordination I.D.	Construction Zone	Construction Area	Unit Cost*	Construction Costs	Construction Costs with 20% Contingency	Projected Developer Costs	Potential Funding Gap / TIF Contribution
		SF.	\$/SF.	(See Note 1)	\$\$\$	(See Note 2)	(See Note 3)
					\$\$\$	%	%
G1	14th St. / Monroe Ave.						
	Crosswalks Only	1,509	\$20.00	\$30,180			
	Subtotals			\$30,180	\$36,216	\$0	\$36,216
G2	14th St. / Park / Kenyon						
	Plaza Extension thru Intersection						
	14th St. R.O.W.	22,870	\$16.00	\$365,920			
	Park Ave. NW R.O.W.	700	\$16.00	\$11,200			
	Park Ave. NE R.O.W.	2,690	\$16.00	\$43,040			
	Kenyon Ave. NE R.O.W.	2,850	\$16.00	\$45,600			
	Subtotals			\$465,760	\$558,912	\$0	\$558,912
G3	14th St. / Midblock	12,039	\$16.00	\$192,624			
	Subtotals			\$192,624	\$231,149	\$0	\$231,149
G4	14th St. / Irving Intersection						
	Plaza Extension thru Intersection						
	14th St. R.O.W.	13,750	\$16.00	\$220,000			
	Irving St. West R.O.W.	3,713	\$16.00	\$59,408			
	Irving St. East R.O.W.	1,038	\$16.00	\$16,608			
	Subtotals			\$296,016	\$355,219	\$0	\$355,219
Streetside Total		61,159	\$16.10	\$984,580	\$1,181,496	\$0	\$1,181,496

Public Realm Improvements - 14th St NW

Public Realm Improvements	Curbside and Streetside Improvements	216,052	\$24.56	\$5,306,595			
	20% Contingency	216,052	\$4.91	\$1,061,319			
	Totals	216,052	\$29.47		\$6,367,914	\$1,548,954	\$4,818,960

Note 1: Refer to Transportation Plan for costs related to signalization, lane striping and other related transportation improvements.

Note 2: Under current District requirements, the developer is responsible for replacing 'public realm' curbside improvements to the existing conditions prior to construction of the private sector project. This budget estimate projects that replacement costs are approximately 50% of final costs. The additional costs include enhanced paving, trees and furnishings.

Note 3: In addition to TIF contributions, potential funding sources include the DC Capital Improvements Program, ad hoc General Fund appropriations, and DC Commission on the Arts and Humanities grants.

Implementation

Preliminary Construction Budget Estimates for Public Realm Elements

The construction costs for public realm improvements within the 'core area' have been developed in consultation with the DC Office of Planning, the District Department of Transportation and the Department of Public Works. They are based upon relevant construction costs for similar public right-of-way projects proximate to the Central Downtown Business District since 2000.

Two different methodologies were used to develop this budget estimate. The first determines and extrapolates unit costs per linear foot of right-of-way for typical 15 ft. and 20 ft. wide sidewalk zones. The second develops more detailed cost estimates for sidewalk zones and the Civic Plaza, including cost allocations for all anticipated elements within the public realm.

Both estimating methodologies resulted in a range of construction costs for public improvements within the 'core area' of approximately \$6.0-\$6.4 million. Consistent with conventional practice for costs projected at this stage of project development, these estimates include a 20% design/estimating contingency.

These construction costs are documented in the table to the left, which itemizes the public right-of-way costs in relation to each adjoining development parcel, and are based upon area calculations for the right-of-way, according to and documented on the adjacent Plan illustration.

Total project costs should be budgeted upon existing standard DC DDOT and DPW practices. Total project costs are estimated at \$7.2 million to \$8 million, 20 - 25% higher than base construction costs.

Funding and Financing Strategy

A coordinated funding and financing strategy must be agreed upon by the Office of the Deputy Mayor for Economic Development, the Office of Planning, the Department of Transportation, NCRC, WMATA, and the private development principals. This strategy should include, and leverage:

- coordination of public realm improvements with new development,
- coordination and phasing with planned and future capital improvements,
- creation of local improvement district and use of tax increment financing for infrastructure and public realm improvements,
- WMATA transit area improvement funds,
- additional capital allocations from the District of Columbia,
- coordination of DC Commission of Arts & Humanities artscape improvements.



Site Plan - Preliminary Construction Budget Estimate

Phasing and Coordination Strategy for Public Realm Improvements

Public improvements in the 'core area' should coincide with the construction of each development parcel. As a result, the construction sequence of public improvements depends on the timing and development of the private projects.

- A** The redevelopment of the Tivoli Theatre (RLA Parcel 29) began in July 2003 and should continue until Spring 2005. The related public improvements along the east frontage of 14th Street and the north side of Park Road should be completed in conjunction with these projects

Redevelopment of the public realm on the east side of 14th Street can occur without similar immediate improvements on the west side. However, both sides should be completed in conjunction with reconfiguration of the intersection at 14th St. and Park Road as well as planned improvement for 14th St. and Monroe St. The proposed reconfiguration of the Monroe Street – 14th Street intersection should take place at the conclusion of the improvements described above. Related curbside improvements to the north of this intersection should follow shortly thereafter, and in conjunction with the Dance Institute project on Parcel 24.

- F**
- K** The construction of improvements along Park Road is currently scheduled within the ongoing Capital Improvements Program, administered under DDOT, for Fall 2003. Improvements along the south side of Park Road should be completed at the same time as the DC/USA project (RLA Parcels 27).
- B** The construction of the improvements to the east of 14th Street along the south side of Park Road and the north side of Kenyon Street should be made as Triangle II Development Partners completes its project on the Metro parcel adjacent to RLA Parcel 38. Construction of the Civic Plaza should occur in coordination with this development. Current plans call for the Triangle II project development to begin by Spring, 2004 with completion in Fall-Winter, 2005-2006.
- D** Improvements around the Metro Station plazas should be constructed as one public project and scheduled concurrently with development by Columbia Heights Ventures (RLA Parcels 15 and 26). Columbia Heights Ventures development projects are expected to start in Spring, 2004 and be completed by early in Fall-Winter, 2005-2006.

Public improvements for both the intersection at Park/Kenyon/14th Street and Irving/14th Street could fall under the same construction contract, and be staged in sequence from north to south in late Winter 2005-2006. Alternatively, the contract for these two public improvement projects could be let together with the Civic Plaza to ensure an efficient project management and coordinated traffic management.

- E** Construction of curbside public improvements adjacent to the DC/USA project (RLA Parcel 27) should be coordinated with construction of that project. DC/USA is scheduled to start construction in Fall 2004. Public and private improvements should be complete by Fall 2006.

Corresponding curbside improvements on the southeast corner of the Irving/14th Street intersection, adjacent to the CVS Pharmacy project should be completed concurrently with the intersection improvements.

Public realm improvements, within the 'core area', could therefore be completed within the next three years, by Fall 2006.

- H** Public realm improvements outside of the 'core area' should be made in relation to other public and private development projects. The Bell-Lincoln Multi-Cultural School is slated for completion by Summer 2005. Public improvements adjacent to the school, including 16th Street, the closure of 15th Street at Irving Street, and Irving Street between 16th Street and 14th Street, should be coordinated with the school reconstruction, the DC/USA project and the Metro Plazas.

- J** If schedules are coordinated with 'core area' improvements, then the substantial construction of Irving Street improvements could be complete in Fall-Winter 2005-06.

- A** The curbside improvements around the Tivoli Theatre block along Monroe St. and Holmead Place should be completed in relation to the multi-family housing project construction.

The remainder of public improvements along 14th Street and throughout the neighborhood will take place according to the priorities for projects under the DC Capital Improvements Program – and in conjunction with related private development projects. Special capital improvement such as public park improvements at 14th Street and Girard Street should also be used to implement the Public Realm Framework.

The improvements should be prioritized as follows:

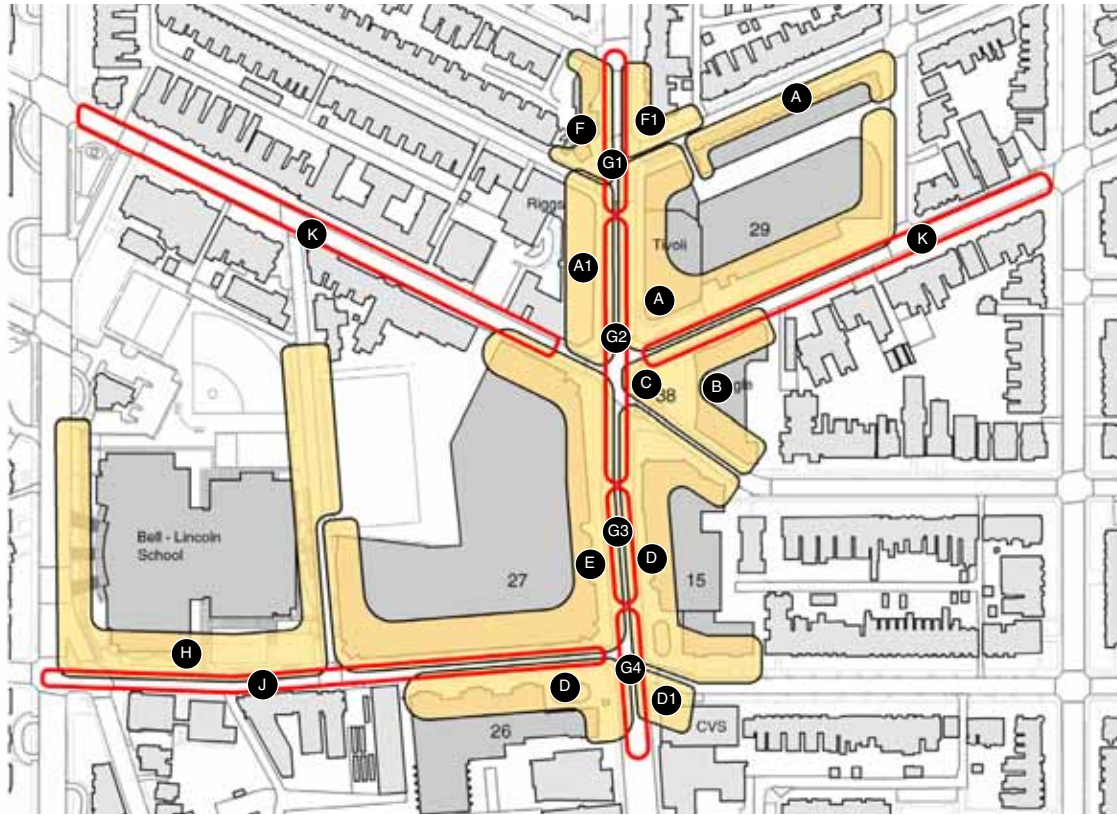
1. 14th Street - south and north of the core area
2. Gateway improvements along 13th Street NW
3. Gateway improvements along 16th Street NW

Coordination of R.O.W. Improvements with DDOT Traffic and Parking Management Plan

The District must adopt the Columbia Heights Traffic and Parking Management Plan (TPMP) to allow for simultaneous construction of public and private improvements as outlined above.

- G** Related design work for right-of-way construction documents must proceed within the next six months to allow for completion by Spring 2005 and construction completion by Fall 2006. This will allow for simultaneous coordination of all public and private development along 14th Street in Columbia Heights.

Public Realm Coordination Diagram



Public Realm Phasing

Projected Construction Schedule

	Phasing Diagram I.D.	RLA Parcels	Project Name	2003				2004				2005				2006				2007			
				Wi	Sp	Su	Fa	Wi	Sp	Su	Fa	Wi	Sp	Su	Fa	Wi	Sp	Su	Fa	Wi	Sp	Su	Fa
Curbside Improvements Development Projects																							
	A	29	Tivoli Theater																				
	B	Metro	Triangle II																				
	C	38	Civic Plaza																				
	D	15	Donatelli & Klein																				
	E	26	Donatelli & Klein																				
Curbside Improvements - Adjacent to Existing Development																							
	A1		Riggs																				
	D1		CVS																				
	F1		NE 14th St																				
Streetside Improvements - 14th Street NW																							
	G1		14th / Monroe																				
	G2		14th / Park / Kenyon																				
	G3		14th Midblock																				
Improvements Adjacent to Core Area																							
	H		Bell Lincoln School																				
	J		Irving St																				
	K		Park Road																				

Projected Building Construction Schedule
 Potential Public Realm Construction Period

Public Realm Management

Generally, the regular management and maintenance of curbside improvements within the 'public realm' is the responsibility of abutting private property owners. In complement, the Public Realm Framework recommends the formation of a Business Improvement District to oversee the management and maintenance of public improvements within the 14th Street 'core area' and improvements funded under the proposed Local Improvement District. This organization should evolve from current community associations and established Columbia Heights institutional interests and business community organizations such as CHAMPS, the Columbia Heights Development Task Force and a proposed Main Street organization.

Responsibilities of this body must conform to established District policy and tailored to the proposed physical improvements of this Framework. Responsibility for management and maintenance of the Civic Plaza should fall under the auspices of this organization while ownership of the Plaza shall be retained by the District of Columbia. The stewardship of this Plaza should extend to the creation and management of public-authorized programs for special uses and activities, including the Columbia Heights Farmers Market and a variety of cultural and entertainment programs which should be planned and staged throughout the year.